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HONGKONG, THURSDAY, JUNE 10, 1909.

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Hongkong, May 1, 1907.

CANTON NOTES.

(From Our Own Correspondent.)
CANTON, June 9.

FLOODS.
Great quantities of rain have fallen in the upper reaches of the river. At Wu-feng, it is reported. Many residences have been inundated and the people are suffering great distress. At Canton especially between the City and Hsiao-shan the situation is running with very great force and the sampan have great difficulty in going against the current. No rain has fallen in the city, but the streets are still many inches under water. The heat, during the hours of sunshine, is intense and is far more unpleasant to bear than the heat of Singapore or Bangkok.

THE NEW FORT.
In spite of the fact that certain merchants in Hongkong and Macao have done their best to cause the new port at Hsiao-shan to come to a premature end, the place gives evidence that it is possessed of a very considerable amount of vitality. It is said that there are over a thousand persons at the site and many mat-sheds are serving for provision stores and dwellings pending the erection of more permanent structures. Two river cruisers have been sent by Admiral Lee to the place and there are over a hundred fishing junks in the locality.

CRIME AT SHAN TAI.
The Shan Tai district seems to possess an unenviable notoriety, judging from the number of times we have to refer to crime emanating from thence. The following is the latest addition to its annals:—A certain man who was a disguised bandit knocked at the door of one Ng and said that the latter's particular friend had desired to speak to him on an important matter. The two men went out of the house together. As soon as the coast was clear, the bogus messenger's confederates rushed the house. They bound the female inmates and intimidated them with fire arms and proceeded to loot the place. They made off with more than \$500 and all the most valuable property in the house. Later, the unfortunate returned to find his home a scene of desolation. He set free the bound persons and informed the Magistrate. This officer did not trouble to investigate in person this serious case but simply told a Yamen runner to go and see if Ng's tale was true. There is much dissatisfaction at the official's conduct and the recent escapes from the district gao have not done much to increase the people's respect for their Magistrate.

ANOTHER PRISON DISTURBANCE.
There has been a great fight among the prisoners at Nam Hoi, the men using knives and iron bars with which to assault one another. One man was stabbed to death and eight received shocking wounds. The guard was entirely unable to stop the frays and the Magistrate was forced to telegraph for military assistance. Not until the arrival of the soldiers was order restored. The doctors of the Red Cross Society were also summoned to give aid to the injured. Four men who seemed to be ringleaders were brought to trial but would confess to nothing. They were put back to jail to await further trial.

RETURN OF A JUDGE.
Provincial Judge Ngai has just returned from a mission to Kwong Sai where he had been sent by the Viceroy relative to certain cases of grave importance. On his return to Canton he was stricken with illness but is now improving. It is said that on his recovery he will be sent into Kwong Sai to act as Provincial Treasurer.

WATER SUPPLY.
The Canton Self-Government Society sent a petition to the Water Works Company praying the company to take over the management and responsibility of all drains and sewers in the city. These, the petition pointed out, are in a very bad state and causing the public health to suffer.

This is certainly a very good suggestion and it is to be hoped that it will be acted upon. Unless any one has personally seen the condition of things under the flagstones of the streets he has very little idea of the extremely unsanitary condition of affairs.

GAS FOR CANTON.
A certain merchant has sent a tender to the authorities stating that he is prepared to manufacture and distribute coal gas for use in Canton. The Tender of Native Industries has informed him that there has been received a prior application from another gentleman. The official further says that as the matter is of such grave importance the consideration must be held over until the late of the opinions of certain influential persons (including the editors of the Native Press) upon the subject.

OVERHAULING THE RAILWAY.
The Director of the Yit-Han Railway has sent a petition to the Viceroy begging him to instruct the various Magistrates to issue warnings to the people living near the railway. Many of these latter, either through ignorance or malice, have been guilty of placing stones on the rails thus making it possible for serious accidents to occur.

A DOCTOR HELD TO RANSOM.
A foreign trained doctor living at Sai Nam was asked to call on a patient. While in a lonely place he was seized and taken away to the mountains by bandits and a large sum of money is being demanded for his ransom.

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Small Scale Map of Island, Channels and Kowloon Point, showing Docks, Railway, Green Island Cement Works, etc.
COURTESY BY K. A. MASSEY.
The above in cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire; Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLER & WALTON, BARNES & Co. and Thos. COOK & SON, Hongkong, May 20, 1909.

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Hongkong, June 3, 1909.

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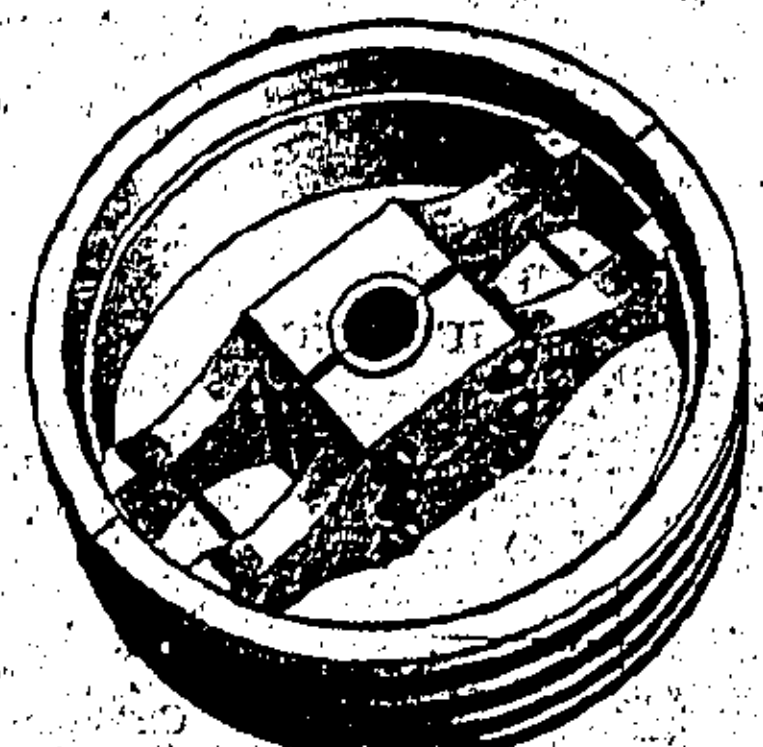
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For particulars, apply to

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HONGKONG, January 9, 1909.

PANAMA CONSULATE.

THE CONSUL GENERAL for PANAMA

has REMOVED his Office to No. 13,
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WANTED IMMEDIATELY.

A FURNISHED HOUSE, self contain-

ed, state full particulars to

Care of 'CHINA MAIL' Office,
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JUST PUBLISHED.

MAP OF KWONGTUNG PROVINCE.

Showing Kwong Chow, Hongkong,
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THIS Map is full of detail: showing

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TIME TABLE.

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7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

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8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15

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9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 p.m. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 15 minutes.

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PARTNERSHIP REGISTRATION
BANKRUPTCY LAWS IN
HONGKONG.Respectfully from the Chinese Mail,
For Sale at the Chinese Mail Office,
at 5, WING LEE STREET,
HONGKONG.

THE RECLAMATION DISPUTE.

Judgment against the
Government.

In the Supreme Court, on Wednesday,

His Lordship the Chief Justice (Sir Francis

Figgott), gave judgment in the action in

which His Excellency the Governor (Sir F.

D. Lugard), for, and on behalf of, the Gov-

ernment of Hongkong, brought an action

against Chu Ping, of No. 313 Des Voeux

Road, claiming specific performance by

the defendant of agreements dated 19th

December, 1880, and 28th July, 1903, in

respect of Marine Lot No. 33A.

Sir Henry Barkley, instructed by Mr

H. L. Bennis, Crown Solicitor, appeared

for His Excellency the Governor, while

Mr M. W. Slade and Mr G. C. Alabaster,

instructed by Mr Gedge of Messrs John-

son, Stokes and Master, were for defendant.

In the course of his judgment, which

filled 46 folios of type-written folios, the

Chief Justice said: The preliminary

objection had been taken that Sir Frederick

Lugard had no right to bring the action.

The position was this: It may be that the

Government is to be ultimately benefited

by the agreements entered into in the

case of the Ping reclamation but they

are not entered into on its behalf, nor does

the Government figure in any of them.

Therefore the simple case I have imagined

of the Governor suing to enforce the rights

of the Government does not arise, because

on the plain wording of the document it

has none. Therefore if any action can be

brought on this agreement it must be

brought by a party to it, or some one to

whom the rights have been assigned, and

Sir Frederick Lugard is not a party to it,

nor the assignee of the rights. This defect

is not remedied by the addition that

he is suing, for, and on behalf of, the

Government of Hongkong, for the addition

amounts to nothing, it cannot invest Sir

F. Lugard with a right which he himself

does not possess. I must therefore treat

this as an action brought by Sir F. Lugard

to enforce a cause of action which, if it

exists at all, exists in him personally,

though, as this title to the action as-

serts, the rights which would result from

a judgment would not be his personal

rights but would be obtained by him for

and on behalf of the government of the Colony.

A careful study of the ordinance

makes it remarkably plain, so plain that

the wonder is that it should have been

so misunderstood. The

Government had this large scheme on

hand and had determined to undertake

it provided those who would directly

benefit from it would bear the cost. And

the result of the preliminary negotiations

was the majority of the frontagers were

willing to accept this benefit provided they

each had some share in the land reclaimed.

What share? Well, the Government could

not say definitely, because the scheme was

still in embryo; so they said, if you

contribute your share of the expense

individually you shall have what

any one would think was your proper

share having regard to the public

requirements for roadways and streets;

and of course, having regard also

to the claims of other lessees. With the

majority of the frontagers in favour of

the scheme the Government decided to proceed

and determined on what was, and no doubt

is, forcible expropriation so far as the min-
ority was concerned. After referring to thecircumstances at the passing of the ordi-
nance his Lordship continued: Suppose

in fact that some, or many, had raised the

question that the original compact on which

the ordinance was based, that the division

was to proceed on the principle of equi-
table proportion, had not been complied

with, can there be, any doubt that they

would have been entitled to be heard? Assuredly not. They could not have pro-

tested before the ordinance was passed

because the plan was not in existence.

Having had much practical experience in

such matters, I say, unhesitatingly that a

Government would be mad which insisted

on pressing through a scheme such as this

if it had been challenged as being a breach

of their original undertaking by those

with whom the undertaking was entered

into. Fortunately nothing of the sort

happened, and so far as one can judge the

adherents seem to have been satisfied that

the Government had kept faith and that

the proportions allotted to each were

equitable from the standpoint of each.

There is no evidence that such was the

case, but it might be well that this

very question which is raised between

non-adherents should have been raised

among adherents; and I have no hesi-
tation in saying that, if the question

whether the complete ignoring of back-

scheme holders had been so raised they

would have been entitled to a patient hear-

ing and further that, if there had only been

one without prejudice to the rest of the

scheme proceeding, he would have been

entitled to have the question which is raised

in this action very seriously considered by

the Government, and if necessary by the

law officers at Home. For I wish to say

this at once. This is a very serious ques-

tion, and one not to be so easily assumed

adversely to the back-scheme holders as

seems to have been done by the Gov-

ernment in this case. After going into

the facts at great length, His Lordship said

there would be judgment for defendant.

GET IT TODAY.

Do not neglect your family. Chamber-

lain's Cough, Croup, and Diarrhoea

Remedy is sure to be the best when used

according to directions. A small amount to

keep in the house will save you a great deal

of worry in the end. You can buy all

chamberlain's remedies at all

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To Let.

TO LET.

A NICE FOUR-ROOMED DWELL-

ING on Upper Levels. Electric

light and fine view of the Harbour. The

House contains, in addition, a large Room

underneath for storage purposes, with good

Cook House and Servants' Quarters.

FURNITURE (at a moderate price)

must be taken over with the lease.

Apply to

Care of 'CHINA MAIL' Office,
Hongkong, June 8, 1909.

TO LET.

GODOWNS No. 9, DUDDELL ST.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.,
Hongkong, June 3, 1909.

TO LET.

70,000 SQUARE FEET OF LAND

with 300 foot frontage to

Kowloon Bay. Moderate Rental.

Apply to

Messrs FARRELL & LISAUGHT,
Hongkong, August 23, 1907.

TO LET.

SHOP No. 14, QUEEN'S ROAD

CENTRAL, on Level.

ROSENSTOCK'S GARDEN ROAD, Kow-

loon.

Apply to LEIGH & ORANGE.

Hongkong, August 26, 1908.

TO LET.

GODOWNS Nos. 95, 96 & 97, PRAYA

EAST.

Apply to

CHATER & MODY.
Hongkong, October 17, 1908.

TO LET.

BUXLEY LODGE, CAINE ROAD,

suitable for a Boarding House, School,

College, or Family Residence, recently

painted and renovated throughout. Im-

mediate possession.

Apply to

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
 Surplus \$1,125,000
 Reserve Fund \$2,500,000
 Total \$18,625,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
 For 12 months 4%
 " 6 " 3%
 " 3 " 2%
 " 1 " 1%

EVAN ORMISTON, Manager.

Hongkong, April 28, 1909.

BANKS.

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital £1,000,000
 Paid-up do. £1,125,000
 Reserve Fund £2,500,000
 Total £4,625,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
 For 12 months 4%
 " 6 " 3%
 " 3 " 2%
 " 1 " 1%

EVAN ORMISTON, Manager.

Hongkong, April 28, 1909.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP ¥84,000,000
 RESERVE FUND ¥15,600,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

TOKYO, KOREA, NAGASAKI, MANILA, CEBU, SHANGHAI, HANKOW, CHANGHAI, TIENTSIN, Peking, NEWYORK, SAN FRANCISCO, LONDON, AUSTRALIA, HONGKONG.

On Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits:—
 For 12 months 4%
 For 6 months 3%
 For 3 months 2%
 For 1 month 1%

J. R. M. SMITH, Chief Manager.

Hongkong, June 1, 1909.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

J. R. M. SMITH, Chief Manager.

Hongkong, January 12, 1907.

THE MERCHANTS BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1883.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,000,000
 RESERVE FUND £1,125,000
 Reserve Liability of Pro. £2,500,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
 For 12 months 4%
 " 6 " 3%
 " 3 " 2%
 " 1 " 1%

W. M. DICKSON, Manager.

Hongkong, April 6, 1909.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (\$2,750,000)
 RESERVE FUND FL 5,750,000 (\$275,000)
 Total FL 50,750,000 (\$2,525,000)

HEAD OFFICE—AMSTERDAM.

BRANCHES AND AGENTS:

BATavia, SOERABAYA, SINGAPORE, PENANG, SHANGHAI, HANKOW, CHANGHAI, TIENTSIN, Peking, NEWYORK, SAN FRANCISCO, LONDON, AUSTRALIA, HONGKONG.

On Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits:—
 For 12 months 4%
 For 6 months 3%
 For 3 months 2%
 For 1 month 1%

J. E. VAN HOUTEN, Agent.

Hongkong, July 17, 1908.

INTERNATIONAL BANKING CORPORATION.

PAID-UP CAPITAL \$5,000,000
 RESERVE FUND \$1,125,000
 Total \$6,125,000

HEAD OFFICE—NEW YORK.

BRANCHES AND AGENTS:

LONDON, SAN FRANCISCO, HONGKONG, SHANGHAI, HANKOW, CHANGHAI, TIENTSIN, Peking, NEWYORK, AUSTRALIA, MANILA, CEBU, SOERABAYA, BATavia, SINGAPORE, PENANG.

On Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits:—
 For 12 months 4%
 For 6 months 3%
 For 3 months 2%
 For 1 month 1%

W. M. ANDERSON, Manager.

Hongkong, January 22, 1909.

THE BANGKOK TIMES.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Coochin, China, the Straits Settlements, and Burma.

A DAILY Newspaper, with a weekly M. Edition (20 pp.).

Subscription, Daily (postage extra), 10 cents a year.

Weekly, including postage, 22 p. 1/2.

Advertisements: Rates for inch (8 lines) 50, three times; 10 lines 75, three times; 14 lines 100, three times; 18 lines 125, three times; 22 lines 150, three times; 26 lines 175, three times; 30 lines 200, three times; 34 lines 225, three times; 38 lines 250, three times; 42 lines 275, three times; 46 lines 300, three times; 50 lines 325, three times; 54 lines 350, three times; 58 lines 375, three times; 62 lines 400, three times; 66 lines 425, three times; 70 lines 450, three times; 74 lines 475, three times; 78 lines 500, three times; 82 lines 525, three times; 86 lines 550, three times; 90 lines 575, three times; 94 lines 600, three times; 98 lines 625, three times; 102 lines 650, three times; 106 lines 675, three times; 110 lines 700, three times; 114 lines 725, three times; 118 lines 750, three times; 122 lines 775, three times; 126 lines 800, three times; 130 lines 825, three times; 134 lines 850, three times; 138 lines 875, three times; 142 lines 900, three times; 146 lines 925, three times; 150 lines 950, three times; 154 lines 975, three times; 158 lines 1000, three times; 162 lines 1025, three times; 166 lines 1050, three times; 170 lines 1075, three times; 174 lines 1100, three times; 178 lines 1125, three times; 182 lines 1150, three times; 186 lines 1175, three times; 190 lines 1200, three times; 194 lines 1225, three times; 198 lines 1250, three times; 202 lines 1275, three times; 206 lines 1300, three times; 210 lines 1325, three times; 214 lines 1350, three times; 218 lines 1375, three times; 222 lines 1400, three times; 226 lines 1425, three times; 230 lines 1450, three times; 234 lines 1475, three times; 238 lines 1500, three times; 242 lines 1525, three times; 246 lines 1550, three times; 250 lines 1575, three times; 254 lines 1600, three times; 258 lines 1625, three times; 262 lines 1650, three times; 266 lines 1675, three times; 270 lines 1700, three times; 274 lines 1725, three times; 278 lines 1750, three times; 282 lines 1775, three times; 286 lines 1800, three times; 290 lines 1825, three times; 294 lines 1850, three times; 298 lines 1875, three times; 302 lines 1900, three times; 306 lines 1925, three times; 310 lines 1950, three times; 314 lines 1975, three times; 318 lines 2000, three times; 322 lines 2025, three times; 326 lines 2050, three times; 330 lines 2075, three times; 334 lines 2100, three times; 338 lines 2125, three times; 342 lines 2150, three times; 346 lines 2175, three times; 350 lines 2200, three times; 354 lines 2225, three times; 358 lines 2250, three times; 362 lines 2275, three times; 366 lines 2300, three times; 370 lines 2325, three times; 374 lines 2350, three times; 378 lines 2375, three times; 382 lines 2400, three times; 386 lines 2425, three times; 390 lines 2450, three times; 394 lines 2475, three times; 398 lines 2500, three times; 402 lines 2525, three times; 406 lines 2550, three times; 410 lines 2575, three times; 414 lines 2600, three times; 418 lines 2625, three times; 422 lines 2650, three times; 426 lines 2675, three times; 430 lines 2700, three times; 434 lines 2725, three times; 438 lines 2750, three times; 442 lines 2775, three times; 446 lines 2800, three times; 450 lines 2825, three times; 454 lines 2850, three times; 458 lines 2875, three times; 462 lines 2900, three times; 466 lines 2925, three times; 470 lines 2950, three times; 474 lines 2975, three times; 478 lines 3000, three times; 482 lines 3025, three times; 486 lines 3050, three times; 490 lines 3075, three times; 494 lines 3100, three times; 498 lines 3125, three times; 502 lines 3150, three times; 506 lines 3175, three times; 510 lines 3200, three times; 514 lines 3225, three times; 518 lines 3250, three times; 522 lines 3275, three times; 526 lines 3300, three times; 530 lines 3325, three times; 534 lines 3350, three times; 538 lines 3375, three times; 542 lines 3400, three times; 546 lines 3425, three times; 550 lines 3450, three times; 554 lines 3475, three times; 558 lines 3500, three times; 562 lines 3525, three times; 566 lines 3550, three times; 570 lines 3575, three times; 574 lines 3600, three times; 578 lines 3625, three times; 582 lines 3650, three times; 586 lines 3675, three times; 590 lines 3700, three times; 594 lines 3725, three times; 598 lines 3750, three times; 602 lines 3775, three times; 606 lines 3800, three times; 610 lines 3825, three times; 614 lines 3850, three times; 618 lines 3875, three times; 622 lines 3900, three times; 626 lines 3925, three times; 630 lines 3950, three times; 634 lines 3975, three times; 638 lines 4000, three times; 642 lines 4025, three times; 646 lines 4050, three times; 650 lines 4075, three times; 654 lines 4100, three times; 658 lines 4125, three times; 662 lines 4150, three times; 666 lines 4175, three times; 670 lines 4200, three times; 674 lines 4225, three times; 678 lines 4250, three times; 682 lines 4275, three times; 686 lines 4300, three times; 690 lines 4325, three times; 694 lines 4350, three times; 698 lines 4375, three times; 702 lines 4400, three times; 706 lines 4425, three times; 710 lines 4450, three times; 714 lines 4475, three times; 718 lines 4500, three times; 722 lines 4525, three times; 726 lines 4550, three times; 730 lines 4575, three times; 734 lines 4600, three times; 738 lines 4625, three times; 742 lines 4650, three times; 746 lines 4675, three times; 750 lines 4700, three times; 754 lines 4725, three times; 758 lines 4750, three times; 762 lines 4775, three times; 766 lines 4800, three times; 770 lines 4825, three times; 774 lines 4850, three times; 778 lines 4875, three times; 782 lines 4900, three times; 786 lines 4925, three times; 790 lines 4950, three times; 794 lines 4975, three times; 798 lines 5000, three times; 802 lines 5025, three times; 806 lines 5050, three times; 810 lines 5075, three times; 814 lines 5100, three times; 818 lines 5125, three times; 822 lines 5150, three times; 826 lines 5175, three times; 830 lines 5200, three times; 834 lines 5225, three times; 838 lines 5250, three times; 842 lines 5275, three times; 846 lines 5300, three times; 850 lines 5325, three times; 854 lines 5350, three times; 858 lines 5375, three times; 862 lines 5400, three times; 866 lines 5425, three times; 870 lines 5450, three times; 874 lines 5475, three times; 878 lines 5500, three times; 882 lines 5525, three times; 886 lines 5550, three times; 890 lines 5575, three times; 894 lines 5600, three times; 898 lines 5625, three times; 902 lines 5650, three times; 906 lines 5675, three times; 910 lines 5700, three times; 914 lines 5725, three times; 918 lines 5750, three times; 922 lines 5775, three times; 926 lines 5800, three times; 930 lines 5825, three times; 934 lines 5850, three times; 938 lines 5875, three times; 942 lines 5900, three times; 946 lines 5925, three times; 950 lines 5950, three times; 954 lines 5975, three times; 958 lines 6000, three times; 962 lines 6025, three times; 966 lines 6050, three times; 970 lines 6075, three times; 974 lines 6100, three times; 978 lines 6125, three times; 982 lines 6150, three times; 986 lines 6175, three times; 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1126 lines 7050, three times; 1130 lines 7075, three times; 1134 lines 7100, three times; 1138 lines 7125, three times; 1142 lines 7150, three times; 1146 lines 7175, three times; 1150 lines 7200, three times; 1154 lines 7225, three times; 1158 lines 7250, three times; 1162 lines 7275, three times; 1166 lines 7300, three times; 1170 lines 7325, three times; 1174 lines 7350, three times; 1178 lines 7375, three times; 1182 lines 7400, three times; 1186 lines 7425, three times; 1190 lines 7450, three times; 1194 lines 7475, three times; 1198 lines 7500, three times; 1202 lines 7525, three times; 1206 lines 7550, three times; 1210 lines 7575, three times; 1214 lines 7600, three times; 1218 lines 7625, three times; 1222 lines 7650, three times; 1226 lines 7675, three times; 1230 lines 7700, three times; 1234 lines 7725, three times; 1238 lines 7750, three times; 1242 lines 7775, three times; 1246 lines 7800, three times; 1250 lines 7825, three times; 1254 lines 7850, three times; 1258 lines 7875, three times; 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1534 lines 9600, three times; 1538 lines 9625, three times; 1542 lines 9650, three times; 1546 lines 9675, three times; 1550 lines 9700, three times; 1554 lines 9725, three times; 1558 lines 9750, three times; 1562 lines 9775, three times; 1566 lines 9800, three times; 1570 lines 9825, three times; 1574 lines 9850, three times; 1578 lines 9875, three times; 1582 lines 9900, three times; 1586 lines 9925, three times; 1590 lines 9950, three times; 1594 lines 9975, three times; 1598 lines 10000, three times; 1602 lines 10025, three times; 1606 lines 10050, three times; 1610 lines 10075, three times; 1614 lines 10100, three times; 1618 lines 10125, three times; 1622 lines 10150, three times; 1626 lines 10175, three times; 1630 lines 10200, three times; 1634 lines 10225, three times; 1638 lines 10250, three times; 1642 lines 10275, three times; 1646 lines 10300, three times; 1650 lines 10325, three times; 1654 lines 10350, three times; 1658 lines 10375, three times; 1662 lines 10400, three times; 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1930 lines 12075, three times; 1934 lines 12100, three times; 1938 lines 12125, three times; 1942 lines 12150, three times; 1946 lines 12175, three times; 1950 lines 12200, three times; 1954 lines 12225, three times; 1958 lines 12250, three times; 1962 lines 12275, three times; 1966 lines 12300, three times; 1970 lines 12325, three times; 1974 lines 12350, three times; 1978 lines 12375, three times; 1982 lines 12400, three times; 1986 lines 12425, three times; 1990 lines 12450, three times; 1994 lines 12475, three times; 1998 lines 12500, three times; 2002 lines 12525, three times; 2006 lines 12550, three times; 2010 lines 12575, three times; 2014 lines 12600, three times; 2018 lines 12625, three times; 2022 lines 12650, three times; 2026 lines 12675, three times; 2030 lines 12700, three times; 2034 lines 12725, three times; 2038 lines 12750, three times; 2042 lines 12775, three times; 2046 lines 12800, three times; 2050 lines 12825, three times; 2054 lines 12850, three times; 2058 lines 12875, three times; 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2194 lines 13725, three times; 2198 lines 13750, three times; 2202 lines 13775, three times; 2206 lines 13800, three times; 2210 lines 13825, three times; 2214 lines 13850, three times; 2218 lines 13875, three times; 2222 lines 13900, three times; 2226 lines 13925, three times; 2230 lines 13950, three times; 2234 lines 13975, three times; 2238 lines 14000, three times; 2242 lines 14025, three times; 2246 lines 14050, three times; 2250 lines 14075, three times; 2254 lines 14100, three times; 2258 lines 14125, three times; 2262 lines 14150, three times; 2266 lines 14175, three times; 2270 lines 14200, three times; 2274 lines 14225, three times; 2278 lines 14250, three times; 2282 lines 14275, three times; 2286 lines 14300, three times; 2290 lines 14325, three times; 2294 lines 14350, three times; 2298 lines 14375, three times; 2302 lines 14400, three times; 2306 lines 14425, three times; 2310 lines 14450, three times; 2

THURSDAY, JUNE 10, 1908.

PROTECTING RAILWAY.
INTERESTS.

(Wah Tsat Yat Pao Service.)
PEKING, June 9.
The Board of Communications has drawn up ten regulations for the protection of the interests of shareholders in all railway enterprises in China and has directed the Viceroy and Governors of the various provinces to put them into force.

HONGKONG-CANTON RAILWAY.

His Excellency Removes
Some Misapprehensions.

At the meeting of the Legislative Council this afternoon, the Hon. Colonial Secretary moved:—It is hereby resolved that a sum of \$3,380,663 be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway, British Section, during the year 1909.

Hon. Colonial Treasurer seconded.
His Excellency said:—When I made a statement to the Council at the last meeting but one I observed that there was need this year to introduce a resolution approving the advance for funds for railway construction during the current year, because the sum was borne on the annual estimates in accordance with the instructions contained in the new finance regulations introduced by the Secretary of State. I find that the more correct procedure will be to introduce the usual resolution this year but it will not be required next year. It has therefore been included in the business of the day. Since we have the railway question before us again to-day I am glad to take this opportunity of removing any misapprehensions on the part of the members of the Council, because I myself was misled. I quoted the words on page 2 of the Chief Engineer's report which read as follows:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by co-ordinating more used to the work." This was followed by figures giving the actual cost per lineal foot for heading, enlarging and bricking in for each of the years 1907 and 1908, and also the reduction in the cost per foot of 10.8 per cent. in favour of the latter year. The report states that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and accounts for the large increase over the estimates. I failed to obtain an explanation for this apparent contradiction but the Chief Engineer now explains it by a reference to his former report, which I had overlooked, in which it is explained that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction line laid down at both ends of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site and many other similar items. In order to form a reliable comparison of the cost per lineal foot of tunnel between one year and another, the cost should be confined to the tunnel itself, the period during which the tunnel is under construction. As a matter of fact the cost per lineal foot was much greater in 1908 than in 1907 due to the difficulties described, and a larger "load" etc. It is only just to the engineers who began the tunnel work in 1907 under extreme difficulties with inadequate staff and insufficient plant and much sickness that this fact should be clearly stated. Nothing was further from my mind when I was discussing the financial question in regard to the tunnel expenditure than to infer that any blame was due to those pioneers on the work, to whose strenuous efforts the Colony has been greatly indebted. Perhaps few men have more reason to be proud of their work than those who have to overcome the difficulties and discouragements on early pioneer work, and these who come after, however generous, do find it almost impossible to appreciate the work which those who laid the early foundations have had to face. If I have already emphasized in every statement I have made on the subject, though I have apparently failed to make my meaning clear if I may judge from the comments of the local press—viz., that the so-called "load estimate" cannot in any sense be regarded as an estimate of the cost of the railway. At the time Mr. Bruce made his very rough preliminary survey—measuring the tunnel for distance only with a pair of dividers on the map—the question was under discussion whether the railway should follow a route along the eastern or the western side of the peninsula. It was—such issues as these upon which his advice was sought, his figures not purporting to be a considered estimate, and were suggested by him as a rough calculation, etc. They purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plants, including rolling stock, salaries, etc. The survey was resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line, for which credit is due to the engineers. The first estimate of the line made by a proper survey was that submitted after the year 1907, which amounted to eight million dollars. It did not include many items, as I have more than once pointed out, which at the time it was prepared were not settled. If these be added and also the cost of land resumption in the neighbourhood of the deep sea goods wharf and the passenger station it will be found that the estimate has not been exceeded except in the one particular of the tunnel. In my recent speech to the Council I criticized the "various" under different heads between the estimates presented this year and the so-called "load" table last year and said that though these variations were unsatisfactory the question of method in preparing estimates was not one which reflected on British engineering skill. The estimate for the year 1908, however, the various sums were allocated under various headings and whether the estimate was correct or not is not a matter for the original estimates for which alone the Consulting Engineers are responsible has not been exceeded when all items are included, excepting the cost of the tunnel which has exceeded the estimate by about one and a quarter million dollars, against which there will be a small saving on the general estimate.

LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council which was held this afternoon.

There were also present:—
Hon. Mr. F. H. May, Colonial Secretary.
Hon. Sir Henry Barkley, K.C., Acting Attorney General.
Hon. Mr. P. N. H. Jones, Acting Director of Public Works.
Hon. Mr. A. M. Thomson, Colonial Treasurer.
Hon. Mr. A. W. Bagwell, Registrar General.
Hon. Mr. F. J. Badley, Capt. Supt. of Police.
Hon. Mr. E. A. Hewett.
Hon. Mr. W. Y. K. C. M.G.
Hon. Mr. E. Osborne.
Hon. Mr. W. J. Gresson.
Hon. Mr. Murray Stewart.
Mr. O. Clementi (Clerk of Council).

TRANSFER OF DUTIES.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.
The purpose of this measure is to transfer from the departments of the Governor, the Colonial Secretary and the Registrar General certain duties in connection with licensing and registration which are more appropriately performed by the Police and Sanitary Departments.

Hon. Colonial Secretary seconded and the bill was read a first time.

PATENTS ORDINANCE.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Patents Ordinance 1892.

Hon. Colonial Secretary seconded and the bill was read a first time.

PREPARED OIL.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Prepared Oil Ordinance 1891.
The purpose of the measure is to carry into effect the instructions of the Secretary of State for the Colonies with regard to the restrictions to be placed, from the date of the expiry of the lease of the existing Farm, upon the consumption of oil in the Colony. Opium divans are abolished, the selling of prepared oil to women and children is prohibited, and restrictions are placed upon the exportation of prepared oil from the Colony. Extended powers are also given to the Government to supervise the conduct of the Farm.

Hon. Colonial Secretary seconded and the bill was read a first time.

SUPPLEMENTARY ESTIMATES.

Hon. Colonial Secretary moved the third reading of the Bill entitled An Ordinance to authorize the appropriation of a supplementary sum of five hundred and twelve thousand two hundred dollars and three pence, to defray the charges of the year 1908.
Hon. Colonial Treasurer seconded and the bill was read a third time and passed.

NEW TRAMWAY BILL.

Committee on the bill entitled An Ordinance for authorizing the construction of a tramway within the Colony of Hongkong. Hon. Attorney General said this was really a private bill by a member who was no longer a member of the Council. The question was whether the Council would go on with it.

Hon. Mr. Gresson moved that the further consideration of the bill be postponed until the people interested had further time to consider their position.

Hon. Mr. Murray Stewart seconded and this course was agreed to.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held under the Presidency of the Hon. Colonial Secretary when the following votes were considered and passed.

MILITARY EXPENDITURE.

A sum of \$500 in aid of the military expenditure, Volunteers, other charges, grant to the Hongkong Volunteer Reserve Association for salary of secretary during 1908.

PUBLIC WORKS.

A sum of \$3,700 in aid of the Public Works Department, miscellaneous, typhoid and rainstorm damages.

HOSPITALS.

A sum of \$850 in aid of the medical departments, B-hospitals and asylums, other charges, for the following items: Civil Hospital, expenses \$200, Victoria Hospital for women, and children, medicines and surgical appliances, \$350, total, \$650.

MISCELLANEOUS.

A sum of \$500 in aid of the vote miscellaneous services, for to Crown Solicitor for compilation of existing Regulations and Orders in Council.

ITEMS AT THE COURTS.

A richman coolie was fined \$15, by Mr. F. A. Hazell, at the Magistracy to-day, for refusing hire.

Mr. J. H. Kemp sentenced a native to six weeks' imprisonment at the Magistracy to-day, for stealing a piece of chain from the S. S. Glencoe.

A native was sentenced to three weeks' hard labour and six hours' stock, at the Magistracy to-day, for stealing a quantity of brass from the Taifoo Docks.

Inspector Robertson prosecuted seven natives at the Magistracy to-day for gambling, and Mr. J. H. Kemp imposed a fine of \$25 on the first defendant and \$3 on each of the others.

P. C. Shepherd made a successful raid on fourteen hawkers in the Central District on Wednesday, and at the Magistracy this morning Mr. F. A. Hazell fined them \$10 each.

A fisherman was fined \$3, at the Marip Court to-day, for failing to exhibit the regulation lights on his junk. A fine of \$5 was also imposed on defendant for failing to show his license when called upon to do so. Fines of \$5 and \$8 respectively were imposed on two other defendants for similar offences.

Inspector Robert Fenton prosecuted a native before Mr. F. A. Hazell, at the Magistracy to-day, for snatching a purse. Prosecutor stated that he was treating defendant to a bottle of champagne when he suddenly felt someone touching his coat. He discovered defendant endeavouring to snatch the purse. A sentence of six weeks' imprisonment and six hours' stock was imposed.

CORPUS CHRISTI FESTIVAL.

A Triduum, preceding the feast of Corpus Christi, which has been fixed by the Right Rev. Bishop Pozzani, Vicar Apostolic of Hongkong, to take place on Sunday, commences on Friday evening at the R. C. Cathedral. His Lordship the Bishop will preach on the following texts:—"All iniquity is sin, and there is a sin unto death" (St. John 5:17); "And Jesus said to them: I am the bread of life. If any man eat of it, he may not die" (St. John 6).

On Saturday, he will preach on "Decline from evil and do good" (Pa. 34-35); "Without me you can do nothing" (St. John 15:5). On Sunday, the sermon will be on "What does it profit a man if he gains the whole world and suffers the loss of his own soul?" (St. Math. 16:26). He that eats my flesh and drinks my blood has everlasting life" (St. John 6:53). The services during the Triduum will start at 5 p.m.

On Sunday, the Holy Sacrament of the Eucharist will be celebrated at 10 a.m. and 5 p.m. The Corpus Christi procession will take place on Sunday next at 5.15 p.m.

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HONGKONG UNIVERSITY.

A further list of subscriptions towards the endowment fund of the proposed Hongkong University is published by the Chinese Sub-Committee as follows:

Mr. Yung Chai Sang \$1,000
Messrs Sun Sing 500
Mr. Chan Tsan Chong 500
Messrs Sang Lee 500
Mr. Tang Yut Kai 500
Messrs Wa Hing 500
Connaught Aerated Water Factory 500
Messrs Kwong Wing Sang 500
Messrs Tung Yuen Co. 500
Messrs Shiu Fung Hong 500
Messrs Tung Fok Tai 500
Messrs Man Loong 500
Messrs Tung Nam Tai 500
Messrs Kwong Wan Cheung 500
Messrs So Yuen Hing 500
Mr. Lai Shun Hing 500

HONGKONG THIRTY YEARS AGO.

(Compiled from the CHINA MAIL.)
[Note: We propose to publish, once a week, a series of articles under this title compiled from the back files of the CHINA MAIL. Should these articles induce any old Chinese friends to put his recollections of those days on paper we shall be most happy to print them.—Ed., C. M.]

THE BUSINESS EXCHANGE.
In reference to the newly-organized Business Exchange for the Colony the following paragraph appears in our issue of June 3rd, 1879:—"The new Exchange was formally opened yesterday for the use of members; but as one half of the merchants and brokers who make up our commercial community were busy writing up their mail and the other half were taking a holiday, the Secretary was almost the only one who 'looked in' to see the rooms. The room itself, large and commodious, is lined with desks, and the local and other newspapers are at hand with writing material, etc. The Exchange will doubtless fully serve the purpose for which it is intended."

"SEAMLESS EXAGGERATION."
In days of long ago the newspapers did not hesitate to criticize each other freely, as the following extract from the China Mail of June 3rd will show:—"We are astonished to see our contemporary take over with such a complacent air the New York Tribune's ridiculous piece of humbug telegraphed to that paper from its 'Own Correspondent.' Therein it is set forth that 'England's foreign trade is in an unassured state as her commercial and manufacturing interests, that 'England's trade with China will have to be re-organizing steadily year by year is now said by merchants to be as good as altogether dropped owing to the lack of profits on the business and the unsatisfactory state of England's relations with China, and that in fact the Chinese probable trade with England will have to be abandoned, for it is admitted that American opposition and enterprise have entirely killed English rivalry in that part of the world.' The China Mail's comment on this is to be found in the following words:—"Now anything so absolutely exaggerated or silly does not seem to require comment. It is scarcely to be conceived that an English newspaper should give currency to anything of the kind without an exposure of the idiosyncrasy of the conception."

NEED OF FOREIGN HOMES.
There appears in the issue dated June 7th a leading article drawing attention to the scarcity of foreign dwelling-houses in Hongkong. It states that complaints are general that rents appear to go up in inverse ratio to the dullness of the times, which means, we presume, that the Chinese interest has fast overshadowed that of the foreigner, and that 'Hongkong for the Chinese' will soon be a fact. Certain it is that an accomplished fact. Certainly following up their laudable desire to make hay while the sun shines have become possessed of nearly all the 'eightable' sites for building purposes and appear naturally determined to make the most of their position. There can be no objection to anyone obtaining a reasonable value for his property; but from the public point of view it appears to us that the present would be a favourable opportunity for the Government to further increase its rent revenue by selling at disposal of these sites of building purposes. These sites are new sites available for this purpose."

RIFLE SHOOTING.
On June 7th, 1879, the Hongkong Rifle Club celebrated its opening day at Kowloon. About 30 members were enrolled and the following committee of management was appointed:—Inspector Cameron (Police), Sgt. Barnes (7th Inniskilling Regt.), Sgt. Whitham (Hongkong Volunteers), and Mr. Wilkinson. Teams of 14 aside then engaged in a match, Inspector Cameron's team winning by 314 to 308. The losing side challenged those who had defeated them and succeeded in turning the tables on them by scoring 316 to 294.

THE WEATHER AND THE DOCTORS.
On June 16th the following comment on the climate appeared:—"The weather here has been rather trying during the last two or three weeks, the atmosphere being damp, muggy, and hot, rendering it difficult to decide how one should dress to retain even tolerable health. The sick-list is already a heavy one, and if the same weather continues Hongkong will be a cheerful place for the doctors, who, as it is, have little to complain of."

GIRLS TO THE MUSEUM.
A list of articles presented or loaned to the City Hall Museum gives amongst others, the following:—Snake, by G. Bonhouse; moth, by G. Holmes; spider, by J. M. Armstrong; two bats, E. T. Denry; native plan of Peking, Dr. N. B. Denry; wamp, nest, B. Deason; deer, J. Gould; Hamadryad make and 16 stuffed birds, R. M. Harrison, R.N.

PERSONAL.
The appointments of the Hon. Mr. Marsh as Administrator and Auditor-General are recorded.

The Hon. John A. Bingham, U.S. Minister to Japan, and the Hon. George F. B. Stewart, U.S. Minister to China, passed through by the Pacific mail steamer.

THE DOLLAR.
During the week ended June 9th the exchange value of the dollar varied from 3s. 10½d. to 3s. 11½d.

A REMEDY THAT NEVER FAILS.
No matter how severe an attack of diarrhoea may be, Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to give relief. You cannot afford to be without it. For sale by all chemists and druggists.

Boxing.
In a match for the heavy-weight championship of England, on May 24, Langford of America, knocked out Hagge of England, in four rounds.

ROBINSON PIANO Co., Ltd.

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Latest Novels

ARRIVE BY EVERY MAIL.

New Novels.

The Mantle of Immanuel, by J. S. Fletcher.
St. Martin's Summer, by Rafael Sabatini.
The White Sister, by E. Marion Crawford.
Noblesse Oblige, by M. E. Braddon.
Mr. Opp, by Alice Hegan Rice.
The Story of Thyra, by Alice Brown.
The King and Isabel, by The Author of "John John".
The City of Beautiful Nonsense, by E. Temple Thurston.
One Never Knows, by F. C. Phillips.
The Fault, by C. T. Pomeroy.
Kingdom, by Bernard von Hutten.
The Old Man in the Corner, by Bernard von Hutten.

Oracy.
The Rose of No Return, by A. C. Inchbold.
Rose of the Wilderness, by S. R. Crockett.
Within Four Walls, by J. Blundell-Burton.

Underground, by John K. Levi.
Mrs. Wilson's House Party, by Thos. Cobb.
When a Woman Wins, by Chas. Marriott.
The Three Brothers, by Eden Philpotts.
A False Position, by Mrs. Ballie Reynolds.
The Love Story of St. Bel, by Bernard Capes.

The Burden, by C. A. Dawson-Scott.
The Dream and the Woman, by Tom Gallon.
The Love that Kills, by C. Stanton and H. Hosken.
The Guest at Queensay, by Booth Tarlington.
An Incomplete Etiquette, by Frank Danby.
Maurice Guest, by Henry Handel Richardson.
Queen Kate, by Charles Givry.
Salome and the Head, by E. Nesbit.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

DISPENSE PRESCRIPTIONS.

WATKINS,

CHEMISTS & DRUGGISTS

31, Queen's Road Central,

HONGKONG.

DAY & NIGHT TELEPHONE: 492.

SPORTING.

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Y.M.C.A. TOURNAMENT.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	Marseilles & London	Brindisi	London
			(Saturdays)	(1 day later)
DELHI 8000	June 12	MOULTAN 10000	July 18	July 13
DEVANHA 8000	June 26	CHINA 8000	July 22	July 20
ASAYE 7500	July 10	MACDONIA 10000	Aug. 7	Aug. 13
DELTA 8000	July 24	MOLDAVIA 9500	Aug. 21	Aug. 27
DELEL 8000	Aug. 7	MANTUA 11000	Sept. 4	Sept. 10
CALEDONIA 7600	Aug. 21	MONGOLIA 8400	Sept. 18	Sept. 24
DEVANHA 8000	Sept. 4	MARMOIRA 11500	Oct. 2	Oct. 8
ASAYE 7500	Sept. 18	MOREA 11000	Oct. 16	Oct. 22
DELTA 8000	Oct. 2	MOULTAN 10000	Oct. 28	Nov. 4
HIMALAYA 7000	Oct. 16	INDIA 8000	Nov. 11	Nov. 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamers from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due at London
POONA 8000	June 16	about 1
YAMU 7000	June 30	about 15
SIMLA 6000	July 14	about 29
MALTA 6000	July 28	about 12
SARDINIA 6500	Aug. 11	about 25
SYRIA 6700	Aug. 25	about 9
SUMATRA 6700	Sept. 8	about 23
BOERNE 4800	Sept. 24	about 9

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, apply to

E. A. HEWITT,
Superintendent.THE EASTERN & AUSTRALIAN MAIL SERVICE
TO AUSTRALIA.MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EMPIRE	June 26	23rd June, at Noon
EASTERN		21st July, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers—between Hongkong and Manila—Saloon, midships, Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	SATURDAY, June 12, at Noon.
ZAVIRO	2540	R. Rodger	Manila	June 19, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.

WITH SUEZ CANAL AT THE MALABAR COAST.



INDRANI TO SAIL ON, 19th June, 1909.

To be followed by

ST. PATRICK, About 15th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, May 24, 1909.

Shipping



INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE.
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Free of charge sailings from HONGKONG for TACOMA, via Shanghai and Japan.
(Intermediate Ports of call:
Regular—Shanghai, Moji, Kobe and Yokohama.
Occasional—Manila, Keelung, Yokohama, Shimoda, Seattle and Victoria, B.C.)
(Subject to Alteration)

Newly built Steamers: Tons Captain Sailing Date.
TACOMA MARU, 6,178 (gross reg.) on Saturday, 3rd July.

SEATTLE MARU (already anchored) and 4 other new sister ships to follow.
The steamers have fair speed, special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Tea, and other goods. Special attention given towards Express connection. Superior accommodation for stowage, passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Light and Steam heated.

For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.
T. ARIMA, Manager.

Hongkong, June 1, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamers	For	Leave
HAICHING	AMOY & FOOCOW.	SATURDAY, 12th June, at 1 p.m.
HAIMUN	SWATOW.	SATURDAY, 12th June, at 5 p.m.
HAITAN	SWATOW, AMOY & FOOCOW.	TUESDAY, 15th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	Do	JAPAN	Do
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Do	JAPAN	Do
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
YOKO BUILDING, 1st Floor.
TELEPHONE No. 376.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. Austin, MONDAY, 2nd August, at Noon, 1909.
Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada, also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.
Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Steerage (all outside rooms). Mess room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Trans-Pacific Cable passengers may travel by mail if desired between ports of Yokohama, Kobe, and Nagasaki without extra charge.
For connections of coastwise cable passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.
For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, April 14, 1909.

Shipping

FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEYNER,
RANEAU PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST, INDIAN, AMERICAN AND SOUTHERN AFRICAN PORTS.

THE Steamship DELEL, Captain G. W. GORDON, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, with Passengers and Mails, on SATURDAY, the 12th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 10,000 tons, from Colombo. Passengers' accommodation is which vessel is engaged before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Perse due in London on the 25th July, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWITT, Superintendent.

Hongkong, May 29, 1909.

NAVIGAZIONE GENERALE ITALIANA.
(FIORIO & RUBATTONI UNITED COMPANIES).

STEAM FOR BOMBAY.

Via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, and Genoa, also Venice and Trieste, all Mediterranean and Adriatic Ports, and SOUTH AMERICAN PORTS up to Callao.
(Taking Cargo at through rates to PERALTA, GOLF and BLOD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship ISOLIA, Captain Bizarro, will be despatched as above on SATURDAY, the 12th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.

Hongkong, June 8, 1909.

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship SEIURA, Captain HAYES, will be despatched as above on SATURDAY, the 12th June, at 4 p.m.
The attention of passengers is drawn to the excellent accommodation provided by this vessel. The staterooms are fitted with electric light and carries a doctor and stewards.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 8, 1909.

'SHIRE' LINE OF STEAMERS, LD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship DENBIGHSHIRE, Captain W. BARNETT, will be despatched as above on or about 15th June.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 29, 1909.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
VIENNA AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSIA, RED SEA, BLACK SEA, LEBANON, VENEZIA AND ADRIATIC PORTS.)

THE Company's Steamship E. FRANZ FERDINAND, Captain E. NERON, will be despatched as above on SATURDAY, the 12th inst., at 4 p.m.

This Steamer has splendid accommodation for passengers, Electric Light and carries a Doctor and Stewards.

For information as to Freight and Passage, apply to
SANDER, WHEELER & CO., Agents, Prince's Buildings.

Hongkong, June 1, 1909.

CHARGEURS REUNIS BRETON STEAMSHIP COMPANY.

REGULAR PASSENGER SERVICE
TO SAN FRANCISCO, MEXICO, YERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo route between China and Japan to San Francisco.

THE S. AMIRAL FOURCHON, 10,000 Tons, Captain K. will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July.

For further particulars apply to
MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1909.

SOUTH MANCHURIA RAILWAY
SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellent equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (2,671 tons each) as follows—

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Saturday	Monday or Tuesday
Leave—Dairen	11 a.m.	Tuesday
Arrive—Mukden	8.50 p.m.	Friday
Leave—Mukden	8.15 p.m.	Saturday
Arrive—Changchun	5 a.m.	Monday
Leave—Changchun (Russian Train)	8.50 a.m.	Wednesday
Arrive—Harbin	9 p.m.	Friday

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Thursday	Saturday or Sunday
Arrive—Changchun	6 p.m.	Monday or Tuesday
Leave—Changchun	2.10 p.m.	Wednesday
Arrive—Mukden	2.30 p.m.	Friday
Leave—Mukden	12.30 p.m.	Saturday
Arrive—Shanghai (Steamer)	afternoon	Sunday
Leave—Shanghai	afternoon	Tuesday

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agents of the International Sleeping Car & Express Trains Co. and Messrs. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato") at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Newchang Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.
Tel. Add.: 'Mantetsu' Codes: A.R.C. 5th Ed., A.I. & Lieber's.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.4.
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:
19, DES VUEUX ROAD, HONGKONG.
Hongkong, April 4, 1908.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:
From LONDON, ex. s.s. Macedonia.
From AUSTRALIA, ex. s.s. India.
From CALCUTTA, ex. s.s. Nile.
From PERSIAN GULF, ex. S.S.N. and S. & P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, June 9, 1909.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENEDI.

FROM LINTH, ANTWERP, MIDDELSBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the basements and/or store houses of the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

If broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 8, 1909.

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA?

Reprinted from the 'CHINA MAIL' and 'THE CHINA REVIEW'.

To be had at the 'CHINA MAIL' Office, Wyndham Street, Hongkong.

Price 30 Cents.

Notice to Consignees

NOTICE TO CONSIGNEES.

STEAMER TOURANE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex. s.s. Matapan; from BOMBAY ex. s.s. Frederic Morel and Ville de Celles in connection with the above Steamer, are hereby informed that their Goods, with the exception of those consigned to be landed and stored at their risk into the basements and/or extra basements Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, where delivery may be obtained immediately after landing.

Optional Goods will be forwarded unless intimation is received from the Consignee before 10 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered at after MONDAY, the 14th June, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th June, at 3 p.m. No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, June 7, 1909.

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship KANGA, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 10th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 8, 1909.

WASHING BOOKS.

(In English and Chinese).
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price 30 Cents.

China Mail Office, 5, Wyndham Street.

SECOND EDITION

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CEYLON, SINGAPORE, THAILAND, and the NETHERLANDS EAST INDIES.

Edited by the Society of the 'Missionary'.

Translated

To-day's Advertisements

WANTED.
FROM August or September, a Five-Roomed HOUSE, unfurnished, at the PEAK, for long lease.
Apply to
Care of "CHINA MAIL" Office.
Hongkong, June 10, 1909. 758

ELECTRIC LIGHTING PLANT.

FOR SALE.
THREE direct coupled: MANHATTAN TYPE; ENGINES AND DYNAMOS; Manufactured by the GENERAL ELECTRIC CO. of New York. CAPACITY 30 K.W. at 110 Volts. In place of working order.
For particulars apply
THE SECRETARY,
HONGKONG HOTEL.
Hongkong, June 10, 1909. 758

Reduction in Price
OF
BUTTER.

From to-day our price for
Fresh Australian Butter, 1st
quality, will be

75 Cents Per Pound.

H. RUTTONJEE & SON,
Hongkong & Kowloon.

Hongkong, February 27, 1908. 25

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN.
Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 19th inst., at Noon.
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.
RETURN TOURS TO JAPAN. (Occupying 21 days).
Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Saidam) to Hongkong, making a return of 6 to 8 days in Japan.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
Fare for round trip \$125.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, June 10, 1909. 761

FROM EUROPE.

THE H.A.L. Steamship BRASLIA.
Captain J. G. O'Brien, arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for counter, signature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be landed as consignees' risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have been landed and all Goods remaining undelivered after the 17th inst. will be subject to suit.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m. Fire Insurance has been effected by the HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, June 10, 1909. 760

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES OF CARGO per Steamship TENYO MARU.

The above steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter, signature, and to take immediate delivery of their cargo from alongside.
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.
Cargo remaining on board after MONDAY, June 14th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
All Cargo undelivered on THURSDAY, June 17th, 1909, at Noon, will be subject to suit.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on TUESDAY, June 15th, 1909, at 10 a.m.

S. SILVERSTONE,

Agents.
Hongkong, June 10, 1909. 759

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Co.'s Steamship Sanuki Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon on THURSDAY, June 10th, 1909, at Noon, will be subject to suit.
No Fire Insurance has been effected.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA.
Hongkong, June 10, 1909. 762

HUNG ON & CO.,
FURNITURE STORE.

DEALERS IN UPHOLSTERY AND IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.
Electro Silver Plated, Iron, and Glass Ware, Outlay and Hollow Ware.
Manufacturers of High-Class Teakwood Furniture.
Inspection of our Stock respectfully invited.
ADDRESS: 17A, QUEENS ROAD CENTRAL,
Lately occupied by A. CHAN & Co.
Hongkong, February 23, 1909. 827

SYRUP of FIGS

AND
ELIXIR OF
SENNA

acts gently yet promptly on
the bowels; cleanses the system
effectually; assists one
in overcoming habitual constipation permanently.

TO GET ITS BENEFICIAL EFFECTS,
ALWAYS BUY THE GENUINE.

MANUFACTURED BY
CALIFORNIA
Fig Syrup Co.

AGENTS
A. S. WATSON & Co., Ltd.,
HONGKONG DISPENSARY.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—
On the 10th at 12.10 p.m.—The depression lying over Korea Straits yesterday morning has moved quickly towards E.N.E. and is now passing to the Pacific to the South of Hokkaido. The other centre moving slowly towards N.E. to the North of Vladivostok.
The barometer has risen moderately over W. Japan and the E. coast of China. Pressure is highest over the N. part of the China Sea and the Pacific towards the Bonins. A second maximum lies over the Yangtze valley, with relatively low pressure lying over S. China.
Moderate variable winds may be expected in the Forth Channel, and moderate S.W. and S. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
Forecast for the 24 hours ending at noon to-morrow:—
1.—Hongkong and Neighbourhood: S.W. and S. winds, fresh or moderate; equally, showery later.
2.—Forth Channel: Variable winds, moderate.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

EXCHANGE.

Hongkong, June 10, 1909.

On London.

Bank Wire... 1/57
On demand... 1/57
30 days' sight... 1/57
4 months' sight... 1/57
Credit, 4 months' sight... 1/57
Documentary, 4 months' sight... 1/57

On Paris.

On demand... 258
Credit, 4 months' sight... 258
On Berlin... 183
On demand... 183
On New York... 438
Credit, 60 days' sight... 442
On Bombay... 424
Wire... 424
On demand... 134
On Calcutta... 134
Wire... 134
On demand... 134
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